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subjoined Table of results obtained from the officers of the county prisons.

Years.	Felonies.		Misdemeanors.	
	Committed.	Convicted.	Committed.	Convicted.
1832	954	685	1,948	1,904
1833	912	609	2,101	2,037
1834	959	658	2,385	2,339
1835	877	609	2,159	2,106
1836	1,007	697	1,869	1,839
1837	915	634	1,431	1,418

Exhibiting a decrease of 27 per cent. on the average of committals during the last two years, in comparison with the two preceding; and of 31 per cent. on the last year, in comparison with the average of the preceding five.

A system of industrial instruction like that proposed to be pursued in the workhouse schools is now in operation in the orphan establishments, and in the institutions for the correction of juvenile offenders, in Holland, as well as in certain of the *Maisons de Travail* of Belgium; and having recently visited some of these institutions, I purpose to give a very brief sketch of one or two of the most remarkable, before proceeding to consider the other subjects connected with this question.

The Progress of the Nation, in its various Social and Economical Relations, from the beginning of the Nineteenth Century to the Present Time. By G. R. PORTER, Esq. F.R.S., Sections III. and IV., INTERCHANGE; and REVENUE AND EXPENDITURE, 12mo., pp. 367, London, 1838.

THIS is the second volume of a work intended to exhibit the progress of the social and material interests of the British Empire in all their various relations. Each volume, and each section, is complete in itself. The first volume, which contains the sections on POPULATION and PRODUCTION, soon reached a second edition. The motives which induced Mr. Porter to make the commencement of the present century his starting-point are evident. Although the national interests were constantly advancing from the termination of the American War to the close of the eighteenth century, yet the progress was gradual; and it is only within the last forty years that the energies of the country, in war, but still more in peace, have been developed to a gigantic extent altogether unprecedented, and which would have been regarded as incredible by the last generation. It is also within the same period that some of the more important branches of national industry, in consequence of their alliance with automatic machinery, have modified to a great extent the whole current of social life. This occasions the task of tracing the national progress to be more arduous, but at the same time doubly interesting. The Legislative Union with Ireland on the first day of the century renders the investigation from that point unbroken and

more uniform; and, besides, had an antecedent date been chosen, the treasure of statistical materials being less rich, many important points would have been left to conjecture instead of being illustrated by authentic documents. In Mr. Porter's volumes there is no unworthy attempt to marshal and combine figures with a view of strengthening any class of opinions. It must not, however, be supposed that the work is made up of dry statements or tables of figures. The latter are given wherever they are necessary, and embrace accounts and abstracts which must be sought for in many hundred volumes and scattered documents not generally accessible. These are the materials for a history of the national progress, but not the history itself, which forms a continuous narrative under each section, embracing and classifying the several points which indicate the sources and mark the development of the wealth and power of the nation.

Section III. (INTERCHANGE), with which the present volume commences, is divided into sixteen chapters, in each of which a distinct branch of the subject is treated according to its importance. In one or two instances, as in Chapters X. and XI., a department of the subject is further illustrated by a reference to other countries. By this means more enlarged views are obtained than if a stricter limit had been observed. Every chapter contains some materials, without which it is impossible to form a sound judgment on many important questions of general interest. Concentrated in a compact form, and distributed under heads, they cannot but have a considerable effect in enlightening and correcting men's views. We shall pass each chapter rapidly in review.

In Chapter I., on *Internal Communication*, the facilities of transport in Great Britain and the commercial advantages derived from them are briefly pointed out.

Chapter II. relates to *Turnpike-roads*, and contains the following curious estimate, though confessedly only an approximation, of the number of travellers by stage-coaches in England.

"Upon making a calculation" (by a method previously pointed out) "on the whole number of stage-coaches that possessed licenses at the end of the year 1834, it appears that the means of conveyance thus provided for travelling are equivalent to the conveyance during the year of one person, for the distance of 597,159,420 miles, or more than six times the distance between the earth and the sun. Observation has shewn that the degree in which the public avail themselves of the accommodation thus provided is in the proportion of 9 to 15, or $\frac{3}{5}$ ths of its utmost extent. Following this proportion, the sum of all the travelling by stage-coaches in Great Britain may be represented by 358,295,652 miles: if we exclude from the calculation all very young children as well as persons who from their great age and bodily infirmities are unable to travel, there will probably remain in England 10,000,000 of persons by whom that amount of travelling might be accomplished; but it is well known that a very large proportion of the population are not placed in circumstances that require them to travel, and, if even it were otherwise, that they would not avail themselves of a mode of conveyance so comparatively costly as a stage-coach. We shall probably go to the utmost extent in assuming that not more than $\frac{1}{3}$ th, or 2,000,000 of persons, travel in that manner; and it places in a strong point of view the activity which pervades this country when we thus arrive at the conclusion

that each of those persons must on the average travel on land by some public conveyance 180 miles in the course of the year. This calculation is exclusive of all travelling in post-chaises, in private carriages, and by steam-vessels, the amount of which there are not any means for estimating. It affords a good measure of the relative importance of the metropolis to the remainder of the country, that, of the number of 597,159,420 miles travelled over by passengers in each year, the large proportion of 409,052,644 is the product of stage-coaches which are licensed to run from London to various parts of the kingdom."

Chapter III. (*Canals*) includes a notice of inland navigation generally. The canals opened in the United Kingdom since 1800 are $536\frac{3}{4}$ miles in length, and include the Caledonian Canal, the most magnificent work of the kind in the country. In France, the construction of canals has been most active in the present century, while in England more than three-fourths of the mileage of the canals was completed before its commencement.

"The navigable canals used for the transport of goods and produce in England alone are estimated now to exceed 2,200 miles in length, while the navigable rivers exceed 1800 miles, making together more than 4000 miles of inland navigation, the greatest part of which has been created or rendered available during the last 80 years. * * * The whole extent of navigable canals at this moment available in Ireland does not amount to 300 miles, and, including navigable rivers, the entire water communication does not exceed 400 miles for the whole island."

In Chapter IV. a complete account is given of the progress of *Steam Navigation*. Twenty years ago, in 1818, the number of steam-vessels belonging to the United Kingdom was only 19, while in 1836, there were 554 belonging to its various ports. In 1819, only four steam-vessels were built and registered, averaging 100 tons each, and in 1836 there were registered 86, averaging 127 tons each. The number arriving at, and departing from, the various ports of the United Kingdom in 1833, including their repeated voyages, was 25,705. The time occupied in a voyage by a steam-vessel may now be calculated with something like the same certainty as the mail-coach, while it is more economical; and yet steam-boats seem to have increased rather than to have diminished the numbers of those who travel by stage-coaches. Mr. Porter remarks:—"The number of passengers conveyed between London and Gravesend by packets, in 1835, was ascertained by the collector of the pier-dues at the latter town to have been 670,452. * * * It was stated in evidence before a committee of the House of Commons, in 1836, that at least 1,057,000 passengers, including those to and from Gravesend, pass Blackwall in steam-vessels every year. * * * The number of passengers conveyed by the Hull and Selby steam-packets in the twelve months which preceded the opening of the Leeds and Selby railway was 33,882, whereas, in the twelve months that followed that event, the number conveyed was 62,105."

A notice of the extent to which steam-navigation is at present available in our intercourse with India, and the prospects of its extension in that and other directions, concludes the Chapter.

Chapter V. relates to *Railways*, and contains a notice of their earliest employment in England, an account of the number of Railway Acts passed since 1800, and a list of completed lines, with observations

on the operation of these new media of interchange. It appears that not only do they facilitate personal intercourse, but create new relations, which give increased activity to correspondence by letter. Mr. Porter states that "since the opening of the railway between Liverpool and Manchester, the deliveries of letters are as frequent and as rapid as the deliveries by the twopenny post between the opposite ends of London." The economical effect of the Liverpool and Manchester Railway, measured in money alone, amounts to nearly a quarter of a million sterling annually; but the saving of time, the facility of transacting business with greater dispatch, and other important considerations, are perhaps of equal value. A table is given shewing the parliamentary expenses incurred in obtaining Acts of Incorporation for some of the principal railway companies. The cost for eight different railways was 303,273*l.* 7*s.* 6*d.*, being a tax on some of them of about 700*l.* per mile. Many other charges, and particularly the cost of land, are proportionably heavy. Hence, the fares by the Belgian and foreign railways do not justly admit of a comparison with the railway fares in this country, as the expense is so much smaller under every head. The railway between Brussels and Antwerp, twenty-seven miles, was constructed at an expense of less than 5000*l.* per mile; and passengers are conveyed from the one place to the other in an hour and a half for 10*d.*, the fare having previously been from 2*s.* 6*d.* to 4*s.* by the ordinary mode of travelling. In 1836 there were 1003½ miles of railway in operation in the United States, and it is stated that nearly two hundred companies have been formed for the construction of 3000 miles more.

Chapter VI. (*Coasting Trade*) contains the tables of tonnage employed in this branch of commerce since 1824, before which time no record was kept of its operations. The amount of tonnage engaged in the conveyance of coal forms a most important portion of the traffic coastways; and it appears that in 1836 there were brought into the port of London 2,398,358 tons of coal, in 8,162 ships. In the years in which a large importation of foreign grain occurs the coasting trade is diminished, as the foreign supply is brought to the different ports for consumption—a fact which Mr. Porter observes will account for the fluctuations of certain years, the trade between different ports on the English coast being less active, while that between Great Britain and Ireland derives a stimulus from the scarcity of the grain market.

Chapter VII. is on the *Trade between Great Britain and Ireland*. In 1825 the imports into Ireland from Great Britain amounted to 7,048,936*l.*, and the exports from Ireland to Great Britain to 8,531,355*l.* Since that period the trade between these parts of the empire has been placed on the same footing as the coasting traffic, and no separate accounts have been kept of the value of produce conveyed, with the single exception of grain, which is still entered at the custom-houses. Some idea, however, of its progress may be drawn from a statement of the ships and tonnage engaged in the trade, an account of which is still kept. Mr. Porter shews that the increase of tonnage from 1801 to 1826 was 62 per cent., and from 1826 to 1836 the increase was 95 per cent.; the rate of increase in the first period of twenty-six years being 2½ per cent., and in the last ten years 9½ per cent. annually. This great increase is attributable, in no small degree, to the employment of steam-vessels, which has placed the Irish occupier in close contact with the English

market, and has had the effect of stimulating industry, and improving every department of husbandry.

Chapter VIII. (*Weights and Measures*) forms a necessary subdivision of the present section.

Chapter IX., on *Foreign Commerce*, is perhaps the most valuable in the volume. There is greater scope for observation, and hence the matter is more varied. The tables are numerous and highly important, and the remarks on our commercial policy, to which they naturally lead, are able and temperately expressed. We quote a few statements of facts, which are placed in a bold and striking light by lucid arrangement.

"The average annual exports of British produce and manufactures in the decennary period from 1801 to 1810 amounted to 40,737,970*l*. In the next ten years, from 1811 to 1820, the annual average was 41,484,461*l*.; from 1821 to 1830, the annual average fell to 36,597,623*l*. Since that time the amount has been progressively advancing, and in 1836 exceeded by 1,765,543*l*. the amount in 1815, the first year of the peace, which, with the exception of 1836, was the greatest year of export trade, judging from the value of the shipments, that this country has ever seen. * * * * * The average annual exports to the whole of Europe were less in value by nearly 20 per cent. in the five years from 1832 to 1836 than they were in the five years that followed the close of the war; and it affords strong evidence of the unsatisfactory footing upon which our trading regulations with Europe are established, that our exports to the United States of America, which, with their population of only twelve millions, are removed to a distance from us of 3,000 miles across the Atlantic, have amounted to more than one-half of the value of our shipments to the whole of Europe, with a population fifteen times as great as that of the United States, and with an abundance of productions suited to our wants, which they are naturally desirous of exchanging for the products of our mines and looms."

This section contains several tables, which lead to some valuable and satisfactory deductions, illustrating the present condition of the shipping interest. It is shewn that, between the years 1821 and 1835, the British shipping which entered the ports of the United States had increased 860 per cent., while the increase on American shipping was only 77 per cent.; or, to state it differently, the proportion of British shipping, compared with the American tonnage employed in the foreign trade of the States, was only $7\frac{1}{2}$ in 1821, while in 1835 it had increased to 39 per cent. Again, comparing the British and foreign tonnage that entered the ports of the United Kingdom in the same years, the proportion of foreign was 27 per cent. in 1821, and not more than $35\frac{1}{2}$ per cent. in 1836; but in the ports of the United States of America the foreign tonnage which entered their ports had increased from 10·65 per cent. in 1821 to 47·42 per cent. in 1835. A table is also given which shews that "the proportion of foreign to British tonnage which entered our ports during that period, which is regarded as the most prosperous period in the annals of the mercantile marine, was far greater than it is at present." In 1810 the proportion per 100 tons British was 131·27 tons foreign. Mr. Porter further shews that the shipping which entered and left our ports in 1836 was more than twice as large as that employed in 1802. Taking periods of five years each from 1814, the average tonnage employed from that year to 1818 was 4,147,257 annually; from 1819 to 1823 the average

was slightly increased, and amounted for each year to 4,200,332 tons; from 1824 (the year in which the first Reciprocity Treaty was concluded) to 1828, the annual average was 5,332,122 tons; and in the five years, from 1832 to 1836, 6,326,508 tons. The same progress is to be traced in the number of ships built and registered in the United Kingdom.

Chapter X. affords a contrast of the *Progress of Trade in Foreign Countries*, but more particularly in France and the United States, with that of this country.

Chapter XI. completes the notice of Foreign Commerce, by an account of the *Prussian Commercial League*, which came into operation in 1834. Its proceedings are naturally watched with great interest by the manufacturers of this country. The League has been joined by ten independent States, whose territory extends over 174,627 English square miles, with a population of 25,153,847. Mr. Porter gives the following account of the first operations and more immediate objects of this great Union:—

“The principle of the Commercial League is to destroy all the frontier custom-houses between the leagued States; to allow of the freest intercourse between the subjects of all the different States composing the Union; and thus to give to the inhabitants of each the fullest advantage to be derived from a community of interest, and from extending, in a most important degree, their markets for supply, and the field for the exercise of their industry. Duties on the introduction of merchandise from countries not comprised within the Union have, since the 1st of January, 1834, been collected at one uniform rate at custom-houses established on the exterior boundaries of the frontier States; and a principle for dividing the amount of the duties thus collected has been adopted between the Governments, without any consideration as to which is the country for whose immediate use the importations are intended, or to any circumstance other than the proportionate amount of population.”

The motives which have induced so many independent States to join the Prussian League, and its effect in those States in which industry is devoted to manufactures, are next considered. As to the interests of those countries which do not belong to the Union, Mr. Porter says:—“It is probable that the full effects of the Union in discouraging the importation of foreign manufactured goods has not yet been experienced.” He gives a table, from which it appears that the shipment of British produce and manufactures to all Germany, from 1827 to 1836, averaged 4,646,862*l.* annually, and in the three years subsequently to the formation of the League, 4,690,760*l.* In Saxony, the League has already had a considerable effect in stimulating manufacturing industry, and, not content with the gradual accumulation of capital, the manufacturers are obtaining resources for an enlargement of their operations by the aid of joint-stock associations.

Chapter XII., on the *Currency*, reviews all the great features of our policy on that question within the century. A scheme for determining, at any time, whether prices are rising or falling, and to ascertain the degree of such fluctuation, as an index to the state of the currency, with an illustrative table, will be found in this chapter.

Chapter XIII. (*Coinage*) completes the subject of the Currency.

Chapter XIV., on *Wages*, which should perhaps have been placed in

connection with Section II. (PRODUCTION), contains interesting tables of the wages of labourers and artisans in each of the three kingdoms, and an estimate of their condition during the period embraced in this work.

Chapter XV. on the *Measurement and Classing of Shipping*; and XVI., on the *Warehousing System*, complete the Section.

In Section IV. (PUBLIC REVENUE and EXPENDITURE), Chapter I. is devoted to a view of the *Financial State of the Kingdom at the Beginning of the Present Century*.

Chapter II., under the head of *Public Income and Expenditure*, shews the gigantic efforts which this country made during the war, and the consequent exhaustion experienced during the first few years of peace.

Chapter III. (*Produce of Taxes*), contains tables of taxes imposed and repealed between 1800 and 1836; and tables of the produce of taxes in proportion to population. Much still remains to be done towards placing our fiscal system on a more intelligent and enlightened basis. Of this we may quote two proofs. The revenue derived from the Post-Office was deficient in 1836, at the rate of 25 per cent., as compared with its productiveness in 1801, and with reference to the increased population. The net amount of Customs duties received in 1836, upon the 190 articles enumerated in the tariff, was 22,774,991*l.*, of which 21,488,162*l.*, or 91½ per cent., was collected on 18 articles, and 22,376,869*l.*, or 98¼ per cent. on 45 articles.

Chapter IV., on *War Expenditure*, is probably one of the most instructive in the volume, abounding in startling facts, from which we select a few of the most striking. During the ten years, between 1805 and 1814, the Government expenditure exceeded *eight hundred millions sterling*! In the course of the war 46,289,459*l.* was paid in subsidies and loans to foreign countries, as appears by the public accounts, though this amount is below the actual sum. During the present century the national defence has cost upwards of 1000 millions sterling; 63 per cent. of which is shewn to have been expended in the fourteen years from 1800 to 1814; and the remainder, 37 per cent., in the twenty-two years of peace. The average annual expenditure under the heads of Navy, Army, and Ordnance, for the six years ending 1836, was 12,714,289*l.*; and in the six years from 1809 to 1814 the expenditure under these heads averaged each year, 58,092,906*l.*

The last three Chapters are—V. *Miscellaneous Estimates*; VI. *Public Expenditure of France and America*; VII. *County and Parochial Expenditure*.

We hope that the remaining part of Mr. Porter's work will be published without much delay. The whole will form a compendious and valuable library of British Statistics.